

25X1A

DE 0600Z 24 DEC 64

SECRET

ROUTING

1	D/Tech	9	CD
2		10	RB
3		11	
4	DD/Sgt	12	
5		13	
6	D/FA	14	
7	OXC	15	
8	MD	16	

TO :  
FROM :  
ACTION:  
INFO :

ROUTING INT

ROUTINE

TOR 0118Z 24 DEC 64

25X1A  
25X1A

IN 64403

TO INFO

CITE

OXCART

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1. FSW NBR 630 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

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2.

AREA SERVICE.

3. ARTICLE 124 MADE GO 282 ON 12/22/64. MAX ALT: 30M, MAX MW. .82. DURATION 2:20. PURPOSE DRIVER TRAINING. TOTAL ARTICLE TIME IS 484:35. NO ENGINE PROBLEMS.

4. ARTICLE 134 MADE GO NBR 7 ON 12/22/64. TOGW 98K, MAX MW 1.03, MAX ALT: 28M, DURATION: 26 MIN. PURPOSE ARTICLE PERFORMANCE. NO ENGINE PROBLEMS.

5. ARTICLE 135 PRESENTLY MAKING FIRST FLIGHT. DETAILS NEXT FSW.

6. ARTICLE 132 ABORTED GO NBR 29 ON 12/23/64. DUE CLOGGED COMBUSTION COVER DRAIN VALVE IN LEFT HAND ENGINE. REPLACED FAULTY VALVE AND SUBSEQUENT GROUND STARTS WERE OK.

7. ARTICLE 130 MADE GO NBR 62 ON 12/23/64. MAX ALT: 79M, MAX MACH: 2.93 - TOGW 90K DURATION: 1:00. PURPOSE, FCF. TRIMMED BOTH

USAF review(s) completed.

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PAGE TWO

ENGINES PRIOR TAKEOFF AND VERY LITTLE IN-FLIGHT TRIMMING REQUIRED THEREAFTER. AT 2.93 POPPED BOTH SHOCKS. INLETS RESTARTED MANUALLY. AT 2.8 AND 75M LIT LEFT A/B BUT COULD NOT RE-LIT THE RIGHT A/B. TRIED TWICE MORE WITH NO LUCK. RIGHT A/B FINALLY RE-LIT ON 4TH ATTEMPT AT 2.55 MN.

8. ARTICLE 128 MADE GO NBR 68 ON 12/23/64. MAX ALT: 74.8M - MAX MACH: 2.8 - TOGW 90M - DURATION: 0:55 - PURPOSE FCF. BOTH ENGINES WERE TRIMMED PRIOR TO TAKEOFF AND EACH REQUIRED QUITE A BIT OF ADDITIONAL IN-FLIGHT TRIMMING. SEVERAL AD'S EXPERIENCED ACCOMPANIED BY A/B BLOWOUTS. A/B RE-LITES WERE GOOD.

END OF MESSAGE

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